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1. The Aprító Gépgyár factory of Jászberény (J 11) is a state enterprise founded in 1951. The factory will consist of five buildings, three of which were finished by December 1951. The erection of the other two buildings and the installation of machinery has been progressing rapidly. In the two completed buildings of the factory, semi-finished heavy machinery parts, received from other factories, will be processed. The factory also will assemble heavy vehicles, especially tanks. The factory does not have a foundry of its own.
2. The factory is located on the Hatvan-Szolnok railroad line, about one and a half kilometers from the Jászberény Station, next to the two-story building of the Teachers' Seminary. It covers an area of about ten hectares. From the Jászberény station a railroad siding with three tracks leads to the factory. The following items are transported on this line to the factory:
 - a. Coal,
 - b. Semi-finished products from other factories,
 - c. Completed machines and machine parts.
3. The plant receives crude and killed castings from the following factories:
 - a. Ganz Iron Foundry,
 - b. Ganz Shipyards (formerly Danubius),
 - c. EMO (Hungarian State Agricultural Machinery Factory),
 - d. MAVAG (Diósgyőr Iron and Mechanical Works).

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4. The castings are either finished to the order of the factory which has sent them or are used for the production of machinery by the works themselves.
5. Coal for the steam installations is supplied by the Hungarian Brown-Coal Mines at Salgotarján, Tata, etc.
6. In two of the completed buildings semi-finished back axles and wheels for heavy tanks for MAVAG Diósgyőr are being processed.
7. Electric current is supplied by the municipal power station. Steam is produced in the factory itself in boiler houses using coal.
8. The dimension of each of the three completed buildings is 80 m. by 50 m.
9. Each of these buildings is equipped with two electric overhead cranes, with a capacity of 10 to 50 tons each.
10. The following machines have already been installed:
 - a. Thirty precision lathes with spans of 50 to 3,000 mm. (one new, of British manufacture);
 - b. Twenty shaping machines of 500 to 3,000 mm. span (one of them large, of British manufacture);
 - c. Four turret lathes for locomotive wheels;
 - d. Four up-and-down double-headed drilling machines, type P.O.;
 - e. Four horizontal lathes, two of 1,500 mm. span and two of 1,000 mm.;
 - f. One cylindrical lathe weighing 24 tons and cutting 40 mm. turnings;
 - g. Four surface grinding and polishing machines with rotor disks and magnetic chucks (one new, of British manufacture);
 - h. Thirty electro-welding units;
 - i. One pneumatic hammer (in process of being mounted).
11. The stocks of materials and semi-finished products existing in December 1951 were:
 - a. Rolled steel and steel bars - 800 tons.
 - b. Cast iron and cast steel - 300 tons.
12. The factory, when finished, will employ about 2,000 workers. In 1951 only 100 workers were employed, mainly on the assembly of machinery and on construction work.
13. The general manager of the plant is Miklós Horváth, a transport worker. The management is in Hungarian hands.
14. The plan for financing the erection of the works stipulated an investment of 60 million forint. However, this sum has already been exceeded.

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